

NEW YORKER.

From Our Own Correspondent. NEW YORK, June 30, 1870. The Public Bath. By the time this letter is laid before the readers of THE EVENING TELEGRAPH, several hundred of the laboring classes of New York will have made a first use of the public baths.

These are two in number, and have been erected by the Board of Public Works, which entered into a contract with Dr. Bernard Kelly for that purpose. They have been built at the foot of Fifth street, East river, and at the foot of Thirteenth street, North river. As yet accommodation has been made for only two hundred people, but by the time a few weeks have elapsed probably a dozen more houses will be run up. It is almost unnecessary to say they are of great success. That may be taken for granted. The poor man is not necessarily a clean man, when great difficulties beset the way of his becoming so.

But the difficulties that he has hitherto had to struggle with—if he struggled at all—have vanished, and there is no excuse for his not obtaining that proximity to godliness which soap and water are said to confer. To be sure, we have not yet attained the perfection of Roman luxury, and it is scarcely probable that the ruins of New York a thousand years hence (when a series of earthquakes shall have knocked the Battery up to Harlem) will contain any such imposing architectural relics as those which remain at the present day of the baths of Caracalla, Titus, or Diocletian.

History tells us that some of these old swimming schools united the advantages of a library to those of a natorium. Perhaps it is not too much to say that this might come to pass in time with us, and that in process of another season the champion working-man will be seen floating on his back and reading the Herald, the loan of which, during the period of the bath, shall be included in the three cents charged for towels. The baths are to be kept open until the end of September. The time for men will be from five in the morning until ten at night on Tuesdays, Thursdays, and Saturdays, and from five in the morning until noon on Sundays. The time for women will be from five in the morning until nine at night on Mondays, Wednesdays, and Fridays. Nobody is admitted without a ticket, and though tickets are free, yet they may be refused in certain cases for motives of health and morality, according as circumstances may dictate.

Feminine bathers are expected to wear bathing-dresses; masculine have the inalienable privilege of macerating themselves in puris naturalibus. The other regulations are strict without being puerile. Visitors and lookers-on who do not bathe are not admitted except by express stipulation, and no bather is allowed to remain in longer than twenty minutes. Of course some things must at first be expected to go wrong, and unless the police discipline is rigorous various disorders will crop out which will have a tendency to make the better classes of work-people, especially the women, sensitive about attending public bath-houses to which so much publicity is attached. For every Godiva there is a Peeping Tom, for every Susannah a brace of wicked Elders, and for every Madame Uriah a David upon the horizon.

Chicago tells this of Boston:—A young lady, one of the most aristocratic families of the American Athens, went to her physician with a complaint that her ears were too large, and, in order to get rid of them, she removed a delicate crescent of pink gristle about an inch and a half long from each protuberant ear. He sewed up the wound, and the maiden, previously all forlorn, was delighted to behold two "pretty ears," small, graceful, and genteely tight to her head.

The action of the Tennessee Legislature in relation to railroad bonds is indorsed by the conservative press of the State. Thus the Chattanooga Times says:—"We are glad to see that the Tennessee Legislature has taken a course of Representatives has enabled them to respond, by a two-thirds majority, to the wishes of the people in opposition to anything like repudiation. The bill passed in relation to the Mineral Home Railroad bonds is a very desirable one, and it protects the rights of the bondholders as well as of the State."

daughter so frenzied her as to make her insane at the time of the assault. Witnesses were examined for both sides. Recorder Hackett delivered an elaborate and remarkably clear charge, and the jury retired at twenty minutes past five to deliberate on their verdict. At six o'clock they returned to the court-room and the foreman rendered the verdict, which was "guilty of assault and battery with a dangerous weapon with intent to do mortal harm," coupled with a recommendation to mercy.

Mr. Fellows moved for sentence, and Mrs. Vreeland, on being asked what she had to say why judgment should not be pronounced, said that she was innocent of the charge, and that she had another daughter besides Ada, both of whom were dependent upon her for support. She hoped the Recorder would be lenient with her. Recorder Hackett said that he believed there was not a woman in this city who could surpass her in labors. His Honor continued to remark that he had intended to impose the highest penalty the law would permit in this case, but he was convinced by the evidence of the main charge. He would respect their recommendation and take a year of the sentence. She was sent to the State Prison for four years.—N. Y. Herald-Examiner.

Spain to be Driven from the Antilles. PANAMA, June 17. The war between the interior of the highest importance as affecting struggling Cuba. Say what may the opponents of this country—and not to mention the court-room and the Senate—still it must be admitted that Colombia has played and is playing a noble part in respect to Cuba, for which country she has shown the most generous and extraordinary sympathy. In the Senate, at Bogota, Senor Carlos Holguin has proposed that a solemn declaration be made by the American Republics, and that the President of the United States be authorized to propose to the other Republics, and that when it is formed Spain should be informed that Latin America considered that she had arrived at the point when Spanish dominion should cease in the Antilles, and the attempt should be made to induce her to withdraw her troops from the island to govern themselves as they may wish. Friendly relations to be established with the mother country in case she "finds herself willing to these ideas of her ancient children, and in case of refusal, that all relations with Spain should cease; that the Spanish American Republics declare themselves independent of Spain, and that their ports against her, nor admit a Spaniard to the South American continent, and sign an obligation to work incessantly, by all means within their reach, to drive out by force the Spaniards from the Antilles; and that in case of refusal, as before mentioned, the Executive be authorized to employ force, and to make any expenditure which, in its judgment, the execution of the present law demands. The bill embodying this proposition was unanimously passed by a large majority.—N. Y. World Correspondent.

Incidentals. —A Democratic State Convention is called to be held in Montgomery, Alabama, September 1, the declared object of which is to frame an indictment and arraign the corrupt office-holders before an indignant and outraged people. "Where there's a will there's a way!" Cook—"Please me, wishes to give warning."—"Mistress (sighed)—"Why, what's the matter?" Cook—"The fact is, mum, I'm going to get married!"—"Mistress—"Why, cook, I did not know you were engaged." Cook—"Which I am not, and I can't get any more, but I feel myself to be of that appy disposition as I could love any man, mum."—"Punch."

WEST JERSEY RAILROADS. COMMENCING THURSDAY, JUNE 30, 1870. Leave Philadelphia, foot of Market street, upper ferry, at 8:00 A. M. Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and Camden stations. 9:00 A. M. Mail and Express for Cape May. 11:40 A. M. Woodbury Accommodation. 8:10 P. M. Accommodation for Cape May, Millville, Vineland, and Camden stations. Glassboro, 8:25 P. M. Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4:00 P. M. Last train for Cape May only. 6:45 P. M. Passenger for Swedesboro and Clayton, stopping at all stations on signal. Commutator tickets at reduced rates between Philadelphia and all stations. Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at 9:30 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Swedesboro, and Bridgeton. Freight received at Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. 8 1/2 WM. J. SEWELL, Superintendent.

ART EXHIBITION. ON FREE EXHIBITION, AT CHARLES F. HASELTINE'S ART GALLERY, No. 1125 CHESTNUT STREET, Brann's famous Autotypes (of Paris), comprising Paintings, Drawings, Frescoes, Statuary of the galleries of Paris, Vienna, Florence, Rome, Milan, and St. Petersburg, and numerous other 1000 diverse subjects. Also, 800 diverse views of European scenery and antiquities. Particular attention is called to "Moses," by Michel Angelo, as never before exhibited; the new series of "Edwin Drood" by Charles Dickens, and the whole collection of Rousseau's Landscapes; and the Rembrandt Collection of the Gallery of Cassel. 11 1/2 P. M.

THE VREELAND DRAMA. Trial and Conviction of Caroline Vreeland for Attempted Murder—She is Sent to the State Prison for Four Years. Upon the day of the General Sessions, before Recorder Hackett, Caroline E. Vreeland was tried upon an indictment for a felonious assault and battery upon Maria Schroeder, committed in an exhibition room in the Tombs Police Court on the 10th of this month. It will be remembered that at the time of the assault an examination was pending before Justice Dwight in which Maria Schroeder (the daughter of Mrs. Vreeland) brought a charge against Mr. Schroeder. Upon the day in question the persons concerned in this case were in a room taking testimony, Mr. Schroeder, by order of Judge Downing, having been taken from the room; Mrs. Vreeland rushed in with a large butcher knife towards Schroeder, making three stabs, cutting his coat in three different places, but inflicting no wounds. Some gentleman said to her, "What are you about with that knife?" and she said, "I got it, and I mean to do it." She struck him as if somewhere about the neck, but the knife seemed to go down upon his back. Mr. William F. Howe, counsel for Mrs. Vreeland, made an effective opening, stating that he would show, by a number of witnesses, that the accused was irresponsible for her acts, and that the criminal conduct of Schroeder (whose absence he commented upon in severe terms) in relation to her

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JUNE 18, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THE LEVY-FIRST and MARKET STREETS, which is reached directly by the MARKET street cars, the last car connecting with each train leaving the Depot and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. Faculty Express and Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 60 Chestnut street, or No. 116 Market street, will receive attention at the depot.

TRAINS LEAVE DEPOT. 8:00 A. M. Mail Accommodation. 8:30 A. M. Erie Express. 9:00 A. M. Harrisburg Accommodation. 9:30 A. M. Lancaster Express. 10:00 A. M. Parkersburg Train. 10:30 A. M. Cincinnati Express. 11:00 A. M. Mail and Express. 11:30 P. M. Way Passenger. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night leaves at 11:30 P. M. Philadelphia at 8 o'clock. Pittsburgh Express, leaving on Saturday night, runs only to Harrisburg. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets may be procured and baggage delivered by 6 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 3 leaves Paoli at 6:40 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 4 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M. For further information apply to Ticket Agent, JOHN F. VANLIEKE, No. 116 MARKET STREET, or FRANKIS F. TICKET AGENT, No. 116 MARKET STREET, or Ticket Agent at the Depot.

THE PENNSYLVANIA RAILROAD COMPANY will not assume any responsibility for the loss of baggage, Apparel, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH- EAST PENNSYLVANIA, SCRANTON, PITTSBURGH, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. Commencing Monday, June 6, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Third and American streets (Sundays excepted), as follows:— 7:00 A. M. (Accommodation) for Fort Washington. 8:15 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Scranton, and Elmira. 9:00 A. M. (Express) for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. 10:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Elmira, and Elmira. 1:15 P. M. (Accommodation) for Fort Washington. 1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Elmira, and Elmira. 4:15 P. M. (Mail) for Doylestown. 6:00 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Elmira, and Elmira. 8:00 and 11:30 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8:25 A. M. and 10:35 A. M., 5:05, 6:05, and 8:25 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9:45 P. M. Allington at 2:35, 4:45, and 6:45 P. M. ON SUNDAYS Philadelphia for Doylestown at 9:20 A. M. Philadelphia for Fort Washington at 8:30 A. M. and 7:30 P. M. Doylestown for Philadelphia at 6:30 A. M. and 8:10 P. M. Fort Washington for Philadelphia at 9:20 A. M. and 8:10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 108 S. Fifth street, May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMAN-TOWN AND NORRISTOWN RAILROAD. COMMENCING MONDAY, JUNE 6, 1870. Leave Philadelphia 6:15, 7:5, 9:05, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6:05, 7:5, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown 6:05, 7:5, 8:20, 9, 10, 11, 12 P. M. Leave Philadelphia at 9:45 A. M., 2, 4:05, 7, and 10 1/2 P. M. Leave Germantown at 8 1/2 A. M., 1, 3, 6, and 9 1/2 P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 4, 6, 8, 10, and 11 P. M. Leave Chestnut Hill 7:30, 8:40, and 11:40 A. M., 1:40, 3:40, 6:40, 9:40, and 10:40 P. M. ON SUNDAYS Leave Philadelphia 6:30 A. M. and 7 P. M. Leave Chestnut Hill at 7:30 A. M., 12:40, 6:40, and 9:25 P. M. Passengers taking the 6:30 A. M. and 7 P. M. trains from Germantown will be required to connect with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 5:15, 9, and 11:05 A. M., 1, 3, 4, 6, 8, 10, 11, and 11 1/2 P. M. Leave Norristown 6:05, 7:5, 8:20, 9, 10, 11 A. M., 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 11 1/2 P. M. Leave Philadelphia at 9:45 A. M., 2, 4:05, 7, and 10 1/2 P. M. Leave Germantown at 8 1/2 A. M., 1, 3, 6, and 9 1/2 P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 4, 6, 8, 10, and 11 P. M. Leave Chestnut Hill 7:30, 8:40, and 11:40 A. M., 1:40, 3:40, 6:40, 9:40, and 10:40 P. M. ON SUNDAYS Leave Philadelphia 6:30 A. M. and 7 P. M. Leave Chestnut Hill at 7:30 A. M., 12:40, 6:40, and 9:25 P. M. Passengers taking the 6:30 A. M. and 7 P. M. trains from Germantown will be required to connect with the trains for New York at Intersection Station. The 9 1/2 A. M. and 4 1/2 P. M. trains from New York connect with the 1 and 3 P. M. trains from Germantown to Ninth and Green streets. OXFORD 6:05 A. M., 9:25 A. M., and 1:30 P. M. CHADDS FORD at 7:40 A. M., 1:30 P. M., and 4:40 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore. OXFORD 6:05 A. M., and 1:30 P. M. CHADDS FORD at 7:40 A. M., 1:30 P. M., and 4:40 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, General Superintendent.

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1870.—FOR NEW YORK.—THE PENNSYLVANIA RAILROAD COMPANY'S Lines from Philadelphia to New York and Jersey City. FROM WALNUT STREET DEPOT. At 6:00 A. M., Accommodation, and 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express, Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M. for Amboy and intermediate stations. At 6:30 A. M., 9:30 P. M. for Freehold. At 2 P. M. for Long Branch and points on New Jersey Southern Railroad. At 10:10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly Hills, and Trenton. At 6:30 and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverdale, Riverton, and Camden. At 6:30 and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Philadelphia. The Erie line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT. At 7:00 A. M., 2:30, 3:30, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Trenton. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Edgington, Cornwells, Torresdale, and Holmsburg Junction. At 7:30 and 10:45 A. M., 2:30, 5, 6, and 7:30 P. M. for Tacony, Wissahickon, Bricksburg, and Frankford. FROM WEST PHILADELPHIA DEPOT. At 7:45 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7:45 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, and Philadelphia. At 12:30 A. M., 6:45 and 12 P. M. Lines will run daily except Sunday. Sunday Lines leave at 12 M. (noon), 6:45 P. M., and 12:30 A. M. BELLEVILLE AND DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oswego, Rochester, Hamilton, and Albany. At 7:30 A. M., 12:30 P. M., 6:30 P. M., and 11:30 P. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oswego, Rochester, Hamilton, and Albany. At 7:30 A. M. and 3:30 P. M. for Scranton, Pottsville, and Philadelphia. At 7:30 A. M. and 3:30 P. M. for Scranton, Pottsville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Hancock, Allentown, Bethlehem, etc. At 7:30 A. M. and 3:30 P. M. for Lancaster, York, and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND DELAWARE AND HIGHTSTOWN RAILROADS. FROM MARKET STREET DEPOT (UPPER SIDE). At 7:30 A. M., 1:30, 3:30, 5:30, 8, and 11:30 P. M. for Merchantsville, Moorestown, Hartford, Manville, Hightstown, and Mount Holly. At 7:30 A. M., 1:30, and 6:30 P. M. for Lambertton and Medford. At 7:30 and 10 A. M., 1:30, and 5 P. M. for Smithtown, Flemington, Vincentown, Birmingham, and Trenton. At 7:30 and 10 A. M., 1:30, and 3:30 P. M. for Lewistown, Wrightstown, Coakstown, New Egypt, and Hightstown. At 7 A. M. and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown. June 18, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Arch street, as follows:— Way Mail Train at 8:00 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, and at New York with New York and Jersey City Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Chesapeake with Chesapeake and Delaware Canal Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wisconsin and Pocomoke Railroad. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Pottsville, and Havre-de-Grace. Connecting at Wilmington with New York and Jersey City Railroad. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Pottsville, Havre-de-Grace, New York, Newark, East, Charleston, Perryville, Havre-de-Grace, Perryman, Ferryman's, Edgewood, Magnolia, Chase's Ferry, and Baltimore. Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Pottsville, Havre-de-Grace, New York, Newark, East, Charleston, Perryville, Havre-de-Grace, Perryman, Ferryman's, Edgewood, Magnolia, Chase's Ferry, and Baltimore. Passengers for Express Monroe and Norfolk will take train at 11:45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Baltimore Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:30 P. M. The 8:10 A. M. train will not stop at Pottsville and Havre-de-Grace. The 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Baltimore Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:30 P. M. The 8:10 A. M. train will not stop at Pottsville and Havre-de-Grace. The 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Baltimore Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:30 P. M. The 8:10 A. M. train will not stop at Pottsville and Havre-de-Grace. The 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia, and Erie:— MAIL TRAIN leaves Philadelphia - 10:30 P. M. arrives at Erie - 8:00 A. M. ERIE EXPRESS leaves Philadelphia - 10:30 P. M. arrives at Erie - 7:40 P. M. ELIMIRA MAIL leaves Philadelphia - 7:40 A. M. arrives at Erie - 7:25 A. M. BALD EAGLE MAIL leaves Philadelphia - 6:00 P. M. arrives at Erie - 1:30 P. M. MAIL TRAIN leaves Erie - 8:00 A. M. arrives at Philadelphia - 9:25 P. M. ERIE EXPRESS leaves Erie - 7:40 P. M. arrives at Philadelphia - 6:20 A. M. ELIMIRA MAIL leaves Erie - 7:25 A. M. arrives at Philadelphia - 6:00 P. M. BALD EAGLE MAIL leaves Erie - 1:30 P. M. arrives at Philadelphia - 9:25 A. M. MAIL TRAIN leaves Philadelphia - 10:30 P. M. arrives at Erie - 8:00 A. M. ERIE EXPRESS leaves Philadelphia - 10:30 P. M. arrives at Erie - 7:40 P. M. 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